D. SEABORNE AND AIRBORNE TRAFFIC 1958[3]. 505 509

	Total - Calling - British				Passengers (No.)			Freight (Tons)	
	Number	Tonnage	Number	Tonnage	In	Out	Transit	In	Out
Steam Vessels	1,792	2,808,803	458	1,346,925)	9,852	10,745	35,175	588,626	54,927
Sailing Vessels	267	22,836	15	122)					
Aircraft	3,283	91,661	3,116	87,897	20,232	31,501	28,848	588	238

E. AGRICULTURE[4]

		Acreage	Yield-tons
(i)	Total Area cultivated	44,235	
(ii)	Wheat	5,000	3,000
	Barley and Mixta	4,083	2,158
	Forages (inc. sulla, vetches & Ferrana)	11,824	3,855
	Broad Beans	1,250	500
(iii)	Potatoes - Spring crop	4,763* (1957-6,000)	15,420
	- Winter crop	3,228	7,360
	Melons	1,837	1,939
	Onions	1,263	3,389
	Tomatoes	1,912	8,588
	Other vegetables	5,000	16,198
(iv)	Grapes	5,000	6,000**
	Citrus	160	500**
	Other fruit	1,000	6,000**
(v)	Cotton	3 (1956-187)	1
	Cumin Seed	8 (1952-518)	2

241 433

* Note. Abnormally low.
** Note. Acreage and yield of treecrops in particular should be treated as indicating only orders of magnitude.

(vi) Livestock (Enumeration) 231

Horses, Donkeys and Mules	6,575
Goats	36,944 (1950-50,159)
Sheep	15,011 (1950-20,148)
Imported Store bulls	3,081
Milk cows	4,178 (1950- 2,861)
Other cattle	2,466
Swine	16,362

(vii)	Number of holdings		12,192
	Number of mechanized implements	- 2 wheeled	700
		- 3 & 4 wheeled	54
		- tracked	25
		- milking machines	7
		- threshers	22

423 407

1: Bowen-Jones et al. K-5 (1955-1958) 1961
EZ6 Malta EZ6

[p. 118-A]

*105
439
505

Fig. 30 Harbour Activity.

1: Bowen-Jones et al. K-5 (1955-1958) 1961
EZ6 Malta EZ6

#175 43 revenue deficits. In 1878 a report by Rowsell on the fiscal situation in Malta is particularly indicative of buoyant conditions, but also indicated the smallness of revenue reserves (14).

The superficially favourable Internal Revenue situation and the fall in unemployment and migration, particularly after 1870, were however paralleled by a growing unbalance in the National Product. Once again there occurred a fortuitous coincidence of favourable external circumstances. The Suez Canal was opened in 1869 and fleets of small steamships plying the new route to the Indian Ocean needed frequent bunkering. The Mediterranean littoral itself became the scene of increased economic activity. The same industrial surge in northern Europe, and in Britain in particular, which built the ships and the Canal, needed foodstuffs and raw materials and provided the capital and equipment for their production. Not only from the Mediterranean littoral, Australia and the Orient, but also from the Russian and Danubian Black Sea ports came the ships which converged on the Malta Straits. Many regions suffered from the downward movement of commodity prices which occurred after 1873. Malta was little affected by commodity price-changes in that her commercial activity was strictly concerned with services, and the Islands reaped the benefit of increased volume of traffic. By 1882, 80 per cent. of the recorded tonnage using the harbours dealt with extra-Mediterranean traffic. The same year witnessed the nineteenth century peak of British steel exports, the Black Sea grain trade was still building up and bunkering business in Malta reached its height. During the 1880's Britain was in virtual control of maritime affairs and the complicated pattern of a relevant part of tramp movement may be summarised thus (15):-

> '... steamers go a round voyage, part of which is in ballast, taking coal, say, to the Mediterranean and then grain from the Black Sea to Hamburg and home... The course of the export trade in coal is influenced in some degree by the return freight... modified by favourable harvests or otherwise in different parts of the world, and the consequent varying sources of our food supplies'.

#175 43 605 In this statement may be found an explanation both of the reason for Malta's Golden Era between 1870 and 1890 and for its impermanence. Before 1890 events conspired to produce commercial opportunity. After 1890 Europe turned more and more to the New World for grain and the volume of Black Sea trade slowly declined. Those ships still in the trade together with those using the through Mediterranean routes grew larger and more power-efficient and therefore less in need of frequent bunkering stops. Competition from other ports increased as the Mediterranean political pattern became simplified by effective French control of much of North Africa, by the enforcement of stability on Egypt and by Italian unification. The sheer momentum of nineteenth century economic progress carried centres such as Algiers, Naples, Alexandria and Barcelona, all with developing hinterlands and facilities, out of the class of ports pure and simple. By 1895 shipping activity in Malta had dropped back to the level of 1880 and thenceforward it developed at a slower rate than did world trade as a whole. The Maltese were once more sharply reminded that the possession of a good natural harbour was not enough in itself permanently to attract commercial interest.

Since detailed statistics of trade, other than that in dutiable goods, were not recorded before 1910 it is difficult to measure directly the real significance of port activity and trade either during the boom or in more normal conditions. The Blue Books are of some analytical aid, and that for 1891 suggests that the total value of what are termed re-exports was £35,000,000 of which only 3 per cent. by value were actually landed in Malta, the remainder proceeding to their ultimate destinations in the same bottoms. For further information we must turn to an analysis of the other elements in the National Product.

#175 43 464 161 The most useful records at our disposal are the Census recordings of occupations although even here there are considerable deficiencies. The gross working population (unemployment figures are not available before 1921) shows trends which conform to those of net population increase (Fig. 31) but particularly noteworthy is the numerical loss due to a decline in the female working group.

1: Bowen-Jones et al. K-5 (1955-1958) 1961
EZ6 Malta EZ6

rather obscured the simultaneous mounting of a five-year Economic Development Plan. This is aimed at the establishment of manufacturing industries and envisages the expenditure of over £32,000,000, the bulk of which is to be contributed by the United Kingdom. Internal Legislation under the Aids to Industries Ordinance XXI of 1959 offers attractive terms to immigrant and local enterprises. At Marsa, an Industrial Estate is rapidly being built, public utilities are being extended and facilities for technical and craft training improved. Completion is expected in 1961 of the first commercial deep-water quays, complete with storage and handling facilities. Several British business interests have already responded to these new attractions.

However, the fundamental characteristics of the Maltese economy and society remain, and the whole complex of resources, appraisal of resources and social needs and demands must be appreciated before effective forces of change will appear.

As a last short study we turn to the development of communications and public transport in the Maltese Islands, which is of significance for two main reasons. First, in the pattern that has appeared we can see the interplay of all those forces, Imperial and indigenous, which have affected Maltese life. Secondly, although the Islands are small, distance and remoteness are everywhere measured mentally as well as physically, and the impact of modern transport has revolutionised Maltese life. The road pattern in Malta is complex and generally ancient (Fig. 68). It is impossible to categorise past and present roads sufficiently precisely to show cartographically the changes that have taken place and description must necessarily be brief. As shown in Worsley's survey of 1824 (21), the main alignments were then concentrated in the central region. Away from the grid-plan streets of Valletta and the less geometrical Three Cities (22), cart and carriage roads ran out to the main casals (within the zone referred to above as now served by Dockyard special buses) and inter-connected most of the rural centres. That part of the Island north of the Victoria Lines was poorly served. In Gozo, country tracks connected the villages with the inland capital of Rabat which in turn had a carriage road to the port of Migarr.

By 1911 (23) traffic had increased considerably, particularly within a four-mile radius of Valletta, and the Royal Commissioners of that year ventured to question on financial grounds the need for maintaining the very large mileage of the dense central and eastern network of roads, most of which as the result of long customary use and evolution were of equal status although often strictly unnecessary. The northern and southern coastlands were still served only by a few 'feeder lines' from interior settlements, but with the bridging of the Isperanza gorge at Mosta, that town had become a route focus for the whole of the northern territory and henceforward began to rival Rabat. Military needs had resulted in improvements being made to some roads but, more important still, had called into being in 1881 a railway running from Valletta to Rabat, and later extended expensively to the camp and hospital at Mtarfa. By 1911 the operating loss had become so great as to warrant special inquiry by the Commission. The failure was due partly to the fact that the system had not been designed on commercial lines, partly because the total demand for transport was still relatively small in the areas served, but mainly because a railway service could not be flexible enough to meet the particular demand that did exist. In 1905 a tramway system, less open to objection on all these grounds, was opened. First the area between Valletta, Marsa and Hamrun was served, and later lines were built to Zebbug. Designed for passenger rather than freight carrying, the tramways assisted in the extension of urban influence into the country. Then as now, however, that indented coastal configuration to which Malta owes her natural harbours, and around which resides the majority of the island's population, made land communication in the conurbation area tortuous and lengthy. Innumerable ferries and the *dghajjes* boats in Marsamxett and Grand Harbour offered more convenient carriage.

During and after World War I, motor vehicles made their appearance and the railroad and tramways rapidly disappeared leaving as sole traces of their

[See P. 184- Ab-Analyst]

9: Luke G-5 (ca. 1920-ca. 1960) 1960
EZ6 Malta EZ6
Gozo

Corniche from heights as inaccessible as nature and man's ingenuity could make them. When the marauders from North Africa ceased to be a menace, the citadel was partly evacuated for the lower town, but happily was never abandoned completely. Even now it contains the cathedral of the diocese and the Law Court and Public Registry, formerly the residence of the Governors of Gozo; and, although many of its ancient houses are in ruins, a few are still inhabited.

One interesting little lane with façades of the thirteenth and fourteenth centuries was restored by the Government before the outbreak of the Second World War, as has been the handsome Renaissance building facing the entrance to the citadel latterly known as the Bondi Palace, as related at the end of Chapter XIII. One of the houses in the lane at one time belonged, as an inscription testifies, to the soldier Bernard, "*miles Bernardus*," who was killed at the capture of the citadel by the Turks under Sinan Pasha in 1551. When he saw that the fortress could hold out no longer this dauntless man took the lives of his wife and two daughters with his own hand to save them from being sold into captivity, and then fell, fighting to the end. The walls and fortifications of the citadel are happily well preserved.

Gozo was Ogygia or Gaulos to the Greeks, *gaulos* (γαῦλος) being the word the Greeks had for the round merchant-boats of their rivals, the Phœnicians. From Gaulos it became Gaulum to the Romans, then appears on Idrisi's map of 1154 as Ghudash, and in modern Maltese is known as Ghawdex (pronounced Audesh), its Bishop signing as *Episcopus Gaudisiensis*. The shortest ferry-crossing between the two islands is only four miles, yet many Gozitans have never been to Malta while the overwhelming majority of Maltese have never been to Gozo.

The Gozitans are a frugal, thrifty, reserved, at times somewhat (yet not unpleasantly) dour people, who are regarded in Malta in much the same way as the Scots are